District Four
STATE OF IDAHO
RAILROAD LOCATION MAP

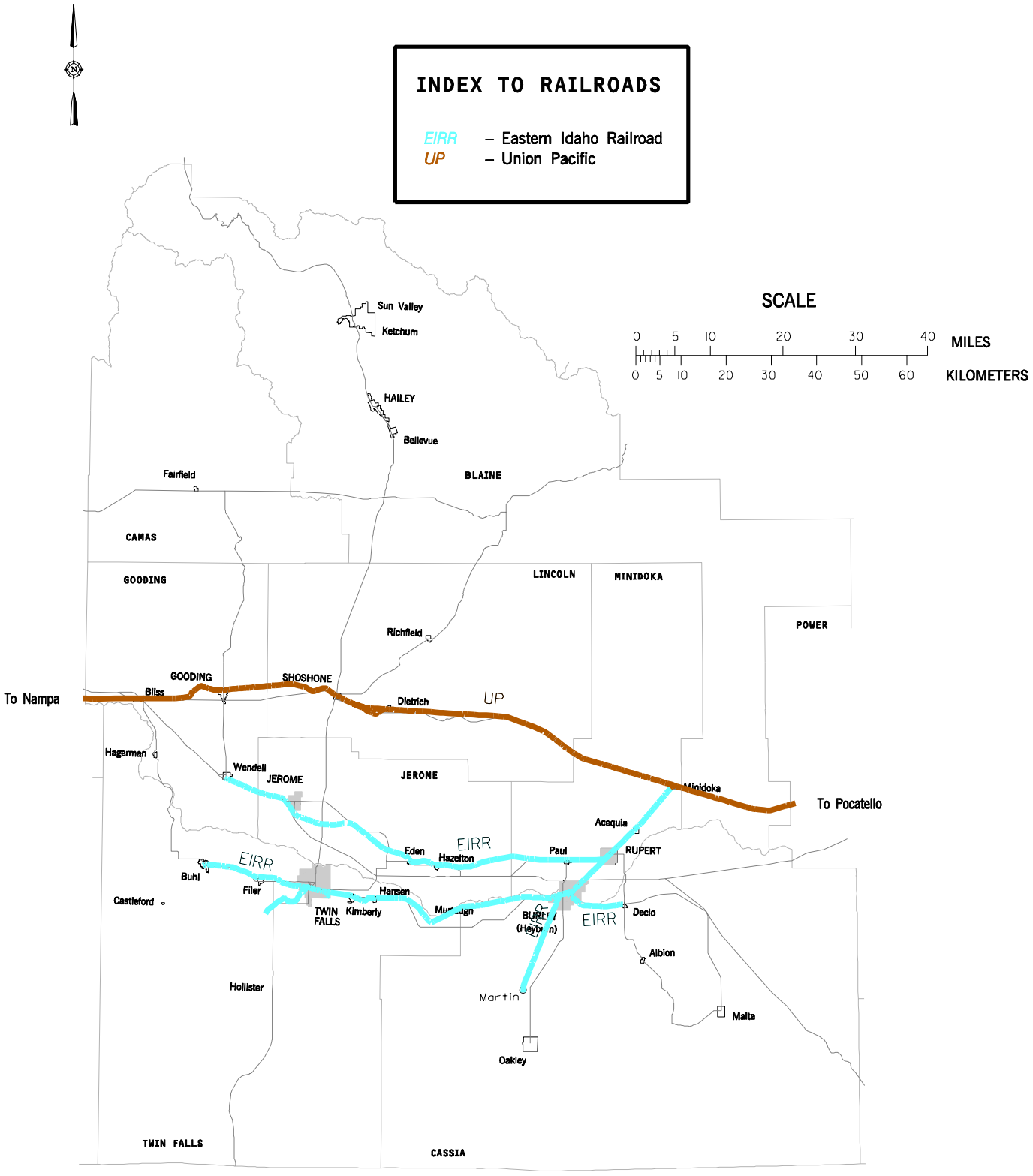

Figure 2–15

hqgicw02:d:\id_state_dist_maps+\rail\rr_d4.dgn
ITD GIS - 6/11/96

District Five

STATE OF IDAHO
RAILROAD LOCATION MAP

INDEX TO RAILROADS

UP – Union Pacific

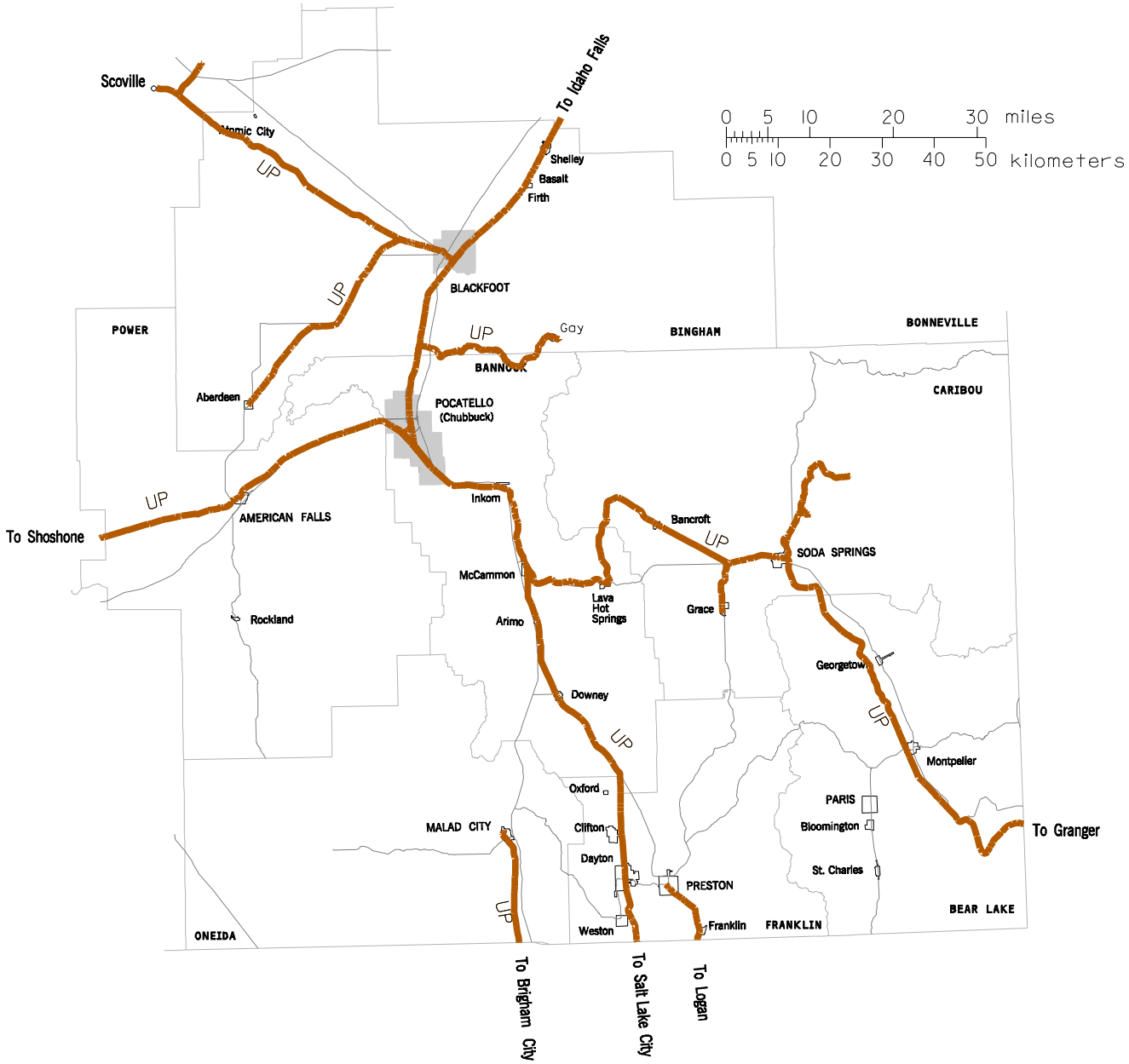

Figure 2–16

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GIS - 6/11/96

District Six

STATE OF IDAHO
RAILROAD LOCATION MAP

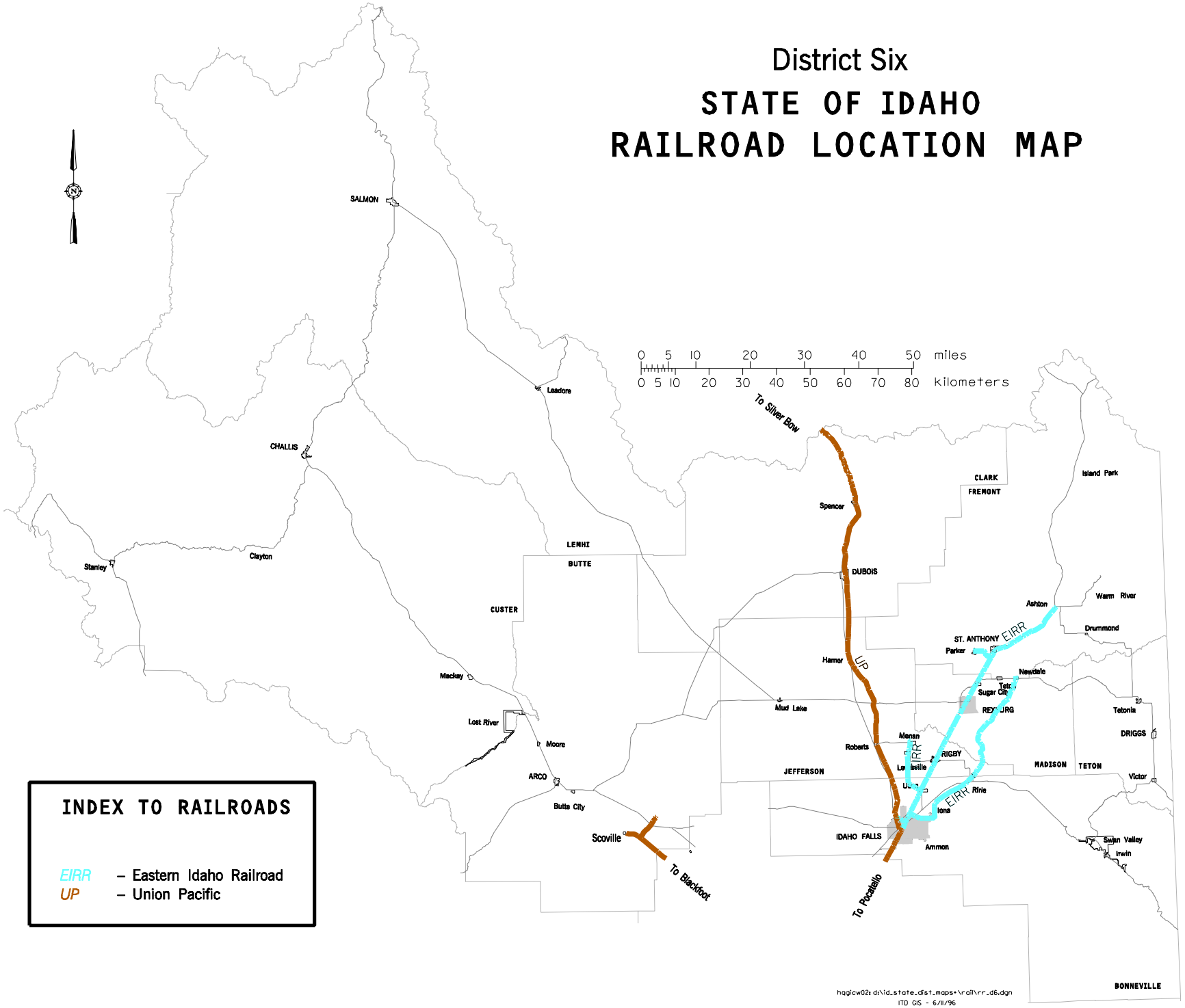

Figure 2-17

Falls to Ashton, Menan and Newdale. The District's rail traffic consists principally of farm and food products with a small amount of inbound chemicals, presumably agricultural in nature. Just over a million tons of rail freight are originated in the District and just over 200,000 are terminated.

Railroad Intermodal Facilities/Services

Railroad intermodal traffic in the form of containers and trailers on flatcars has been a rapidly growing part of the industry's traffic. The introduction of equipment permitting the transportation of containers stacked on top of each other (double stacked) and the resulting economics accelerated this growth. There are, however, other forms of intermodal traffic, including transfers of bulk commodities between modes, that also occur in Idaho.

Containers/Trailers

The only railway-operated intermodal facility currently being operated in Idaho for the transfer and transport of trailers/containers is located in Nampa on the Union Pacific Railroad. The same railroad also formerly operated one in Pocatello. The Nampa facility, until recently, had the capability to only handle trailers, but it was recently mechanized to handle containers.

A new facility is to be constructed in Twin Falls on the Idaho Eastern Railroad. It is part of a larger project involving the relocation of yard trackage that is now in the center of town. It will be mechanized and is expected to originate and terminate a variety of traffic types although the predominant flow is anticipated to be outbound traffic.

The trend in railroad intermodal transportation has been to consolidate small terminals into large "hub" operations where the traffic volumes necessary to justify the investment in equipment and facilities can be generated. A necessary part of this concept is draying (moving by truck to the intermodal terminal) trailers/containers, sometimes over long distances, to these facilities in order to accumulate the required volumes. Drays of up to 200-250 miles are not unusual. There are also railroad facilities of these types located in neighboring states which serve the needs of Idaho shippers. One such is the BNSF hub in Spokane, Washington and another is the UP facility in Salt Lake City. Other nearby railroad intermodal terminals are located in Hinkle, Oregon and Green River, Wyoming.

The Port of Lewiston

Located 465 miles from the open sea, the Port of Lewiston is located at the head of slack water on the Columbia Snake Inland Waterway. The waterway at Lewiston is a 14-foot deep barge channel which feeds the deep-water ports of the lower Columbia. While grain and forest

products are the principal commodities moving on the river, containerized cargo has also flourished. The latter traffic is somewhat unique in that container-on-barge movements have not been successful on other river systems.

The opening of the Waterway had a tremendous impact on rail transportation in the area as many of the commodities now moving on the river formerly were transported by rail. Some area products, however, principally grain, now move to the river by rail and are transloaded to barge.

In addition to grain and wood product terminals, the Port has a mechanized container terminal which loads/unloads both barges and rail cars. The mix of traffic between rail and barge is dependent on market and deep water shipping service available at the different Pacific Northwest ports. Containers to be handled at Portland, for example, tend to move by barge and those to use Seattle or Tacoma will be transported by rail.

Inland transportation in Lewiston and serving the Port consists of U.S. Highways 12 and 95, both located on the National Highway System, along with the Camas Prairie Railroad. As the CSP is a BNSF-UP joint property, rail users have access to both of the parent companies.

International Border Crossing

Eastport, located on the Canadian border near Kingsgate, B.C. is a rail and highway crossing. The highway is U.S. 95 and the railroad is the UP (former Spokane International) which connects with the Canadian Pacific at Eastport. In addition to the interchange of traffic between the two railroads, which takes place in a small yard, there is a privately operated lumber and wood products reload (transfer between rail and truck) facility. An application has been filed to establish a foreign trade zone in Eastport, which could eventually lead to Eastport becoming a major distribution center.

The border crossing is expected to undergo substantial growth in commercial traffic under NAFTA, especially truck traffic. Based on traffic density data contained in the UP-SP merger application, UP gross ton-miles per mile in 1994 totaled 5.3 million for the track segment at the crossing. This tonnage is just above the 5 million GTM/M used as the light density line threshold.

Other Intermodal Facilities

One of the most common intermodal facilities found in Idaho is the grain elevator. Grain is trucked to an elevator from a farm or from another elevator which might not be rail served or lack unit-train capabilities. The grain is transloaded to rail for further shipment usually after some period of storage.

The same process occurs with other commodities such as lumber. The facilities that handle lumber are typically called reloads and there are also a number of them located throughout the state. Several of them have been created in response to line abandonments and are substitutes for direct rail service.

Perhaps the greatest number of such railway facilities is the team track, so named for the teams of horses that pulled wagons before the truck came into common use. These facilities are located in just about every community and usually consist of a short track with room to pull a truck up adjacent to it for the transfer of freight from one mode to the other.